

Message Text

UNCLASSIFIED

PAGE 01 BAMAko 00976 070315 Z

67

ACTION AF-04

INFO OCT-01 ADP-00 /005 W

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P 061815 Z APR 73

FM AMEMBASSY BAMAko

TO SECSTATE WASHDC PRIORITY 6921

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STADIS////////////////////////////////////

FOR AGGREY AF/ W ONLY FROM AMBASSADOR////////////////////////////////////

E. O. 11652: N/ A

TAGS: EAID, ML

SUBJECT: GRAIN TRANSPORT TO MALI

FOLLOWING SENT ACTION TO ABIDJAN AND DAKAR 06 APRIL, REPEATED FOR
YOUR INFO:

UNCLAS BAMAko 0975

AIDAC

REF: BAMAko 909

1. FURTHER TO REFTTEL, I CAN SEE NO WAY MALI CAN TRANSPORT 112,000
TONS (BAMAko 974) GRAIN AND FLOUR FROM DAKAR AND ABIDJAN TO MALIAN
FRONTIERS IN REST OF 1973 WITH PRESENTLY AVAILABLE TRANSPORT.
I GIVE YOU MY CALCULATIONS BASED ON BEST LOCAL SOURCES, WITH
HOPE THAT THIS MAY HELP YOU ANSWER IMPORTANT QUESTIONS WHICH
I POSED IN REFTTEL. MY TENTATIVE CONCLUSION IS THAT WE SHOULD
NOT PROMISE GOM ANY MORE GRAIN UNLESS AND UNTIL TRANSPORT IS
PROVIDED AND THAT WE SHOULD SWITCH OUR EFFORTS TO HELPING MALI
ORGANIZE EMERGENCY LAND TRANSPORT.

2. DAKAR- BAMAko: LARGEST PERCENTAGE OF PROMISE GRAIN- PROBABLY
80 PERCENT - NOW SCHEDULED TO BE OFFLOADED DAKAR. LOCAL FRENCH
SOURCES SEE NO PROBLEM UNLOADING AND BAGGING THIS AMOUNT OF
GRAIN BUT DO SEE SEVERE PROBLEM IN FINDING STORAGE PENDING
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SHIPMENT IF AS SEEMS LIKELY SHIPMENTS PILE UP IN MAY AND JUNE. RE RAIL TRANSPORT, RAILROAD SOURCES INDICATE TWO TRAINS A WEEK STILL ALL THAT GOM CAN GET, EACH TRAIN PULLING 10 GRAIN CARS EACH CARRYING 15 TONS OF GRAIN. THAT MEANS 300 TONS A WEEK OR 11,400 TONS BETWEEN NOW AND DEC. 1 (38 WEEKS). FURTHER, OUR SOURCES SAY STEPPING UP RAIL SHIPMENTS ALMOST IMPOSSIBLE BECAUSE OF SHORTAGE OF WAGONS WHICH CAN HAUL GRAIN. THUS, EVEN WITH FRENCH AND AMERICAN LOCOMOTIVES RECENTLY DELIVERED TO RAILROAD, CRITICAL SHORTAGE IS RAIL CARS. HARD TO IMAGINE ANY WAY TO GET ANY SIZEABLE NUMBER OF WAGONS TO DAKAR IN 1973, BUT THIS SHOULD BE EXPLORED.

3. FOR SHIPMENTS FIRST REGION, IT MIGHT BE POSSIBLE TO SHIP GRAIN BY TRUCK AS FAR AS UYES. ROAD TO FRONTIER IS, ACCORDING TO TRAVELERS WHO HAVE JUST GONE OVERLAND, EXCELLENT AS FAR AS FRONTIER. ROUGHLY 100 KILOMETERS FROM FRONTIER TO KAYES IS PASSABLE. BUT FORD IN FALAME RIVER WILL HAVE TO BE GRADED DOWN. HOW MANY TRUCKS AVAILABLE IN DAKAR FOR SUCH AN OPERATION AND HOW MANY COULD BE PURCHASED IN IMMEDIATE FUTURE BY DONORS?

4. ABIDJAN- BAMAKO: WORD HERE IS THAT LARGEST PERCENTAGE OF SHIPMENTS SWITCHED TO DAKAR BECAUSE OF GENERAL OVERLOADING OF ABIDJAN PORT. IF SUBSTANTIAL AMOUNT GRAIN JPIFTED ABIDJAN, COULD PORT FACILITIES HANDLE? IT ALMOST IMPOSSIBLE TO GET HANDLE ON HOW MANY, SAY, 10 TON TRUCKS COULD BE ROUNDED IN BAMAKO FOR ABIDJAN- BAMAKO RUN. HOW MANY TRUCKS MIGHT BE AVAILABLE IN ABIDJAN AND COULD MORE BE PURCHASED LOCALLY? FIGURING A WEEK' S TURNAROUND FOR ABIDJAN- BAMAKO- ABIDJAN, HOW MANY TONS PER WEEK COULD BE MOVED THROUGH ABIDJAN? WOULD THERE BE STORAGE AND BAGGING CAPACITY? ASSUME LITTLE SPACE AVAILABLE ON ABIDJAN- OUAGA RAILROAD. HOWEVER, IF RAIL CARS CANNOT BE FOUND, MIGHT IT BE POSSIBLE TO MOBILIZE EMERGENCY FLEET OF TRUCKS?

5. WITH SHORTFALL THAT THESE FIGURES SEEM TP INDICATE, EITHER EMERGENCY HAULAGE WILL HAVE SOMEHOW TO BE ARRANGED OR A LOT OF PEOPLE WILL STARVE. LET ME HAVE ANY THOUGHTS YOU HAVE ON ALL THIS. IF ALL THIS ROUGHLY TRUE, NO ONE HERE SEEMS TO KNOW IT. WHEN THEY FIND OUT, THERE COULD BE TENDENCY TO PANIC. BLAKE

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